

The District 3 Slate

February 2000

County Supervisor Pam Slater

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-- Supervisor Pam Slater*



County Supervisor
Pam Slater

Dear Friend:

What a world of difference a few years can make! For example, look at San Diego County government.

We brought county government from the brink of bankruptcy to strong fiscal health, an A+ credit rating and fiscal reserves in excess of \$275 million.

Through my legislation, the County provided \$20 million for the construction of State Route 56, and I helped gain \$77 million in federal money to improve I-15 and I-5.

We moved nearly 32,000 families from welfare to work, saving taxpayers about \$480 million.

I was instrumental in creating a nationally recognized Multiple Species Conservation Program that permanently sets aside 172,000 acres as open space.

We added more than 500 Deputy Sheriffs and nearly 2,000 jail beds, while reducing crime by over 40 percent.

A world of difference.

Slater's Top Ten traffic ideas for San Diego

In a recent letter sent to constituents interested in traffic issues, Supervisor Pam Slater has proposed ten ideas to reduce traffic along San Diego's roads and freeways.

Slater, who represents many of the communities along Interstates 5 and 15, said she sent the letter last month because she wanted to know what people in her district thought of the "Top Ten" traffic ideas.

"It's simple: We can't get regional consensus on solving our traffic problems unless we get feedback from the public about possible solutions," Slater said.

"Without consensus, we revert back to the us vs. them squabbling that keeps putting up roadblocks," she added.

In her letter, Slater detailed her Top Ten traffic ideas:

1.) Some developer funds intended to build roads, bridges and interchange improvements in or around new developments were never spent because of community opposition. The projects were never started. In many cases, the money is still sitting in various accounts. We must seek approval from the developer, local residents and the affected jurisdictions to pool the money to improve freeways or mass transit. During our first meeting to discuss this issue, the Building Industry Association estimated that pooling the money amounts to around \$100 million in interest-bearing accounts. That's a lot of highway or mass transit improvements.

2.) I will co-sponsor a summit of the 50 largest

employers in the region to discuss ways business can help to reduce traffic. Harvey White, Chairman and CEO of Leap Wireless International, has agreed to co-chair this summit. We will ask business to develop a voluntary program of staggered work hours, truck deliveries and pickups (don't deliver at peak hours), subsidized shuttle services or trolley and train passes for employees. This could include incentives to work from home, and other ways to break the traffic jam.

3.) I voted to introduce Information Technology to the County. This means 50 new services on-line, such as ordering vital records like birth or marriage certificates,

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County focuses on the dangers of drug rape

County officials this month teamed up to begin a public education effort highlighting the dangers of "drug rape."

Board members approved Supervisor Slater's and Supervisor Roberts's recommendation to allocate \$50,000 to the media campaign, and District Attorney Paul Pfingst agreed to provide \$50,000

from his budget as well.

"Through this effort, we want to alert young women to the dangers of drug rape and change the prevailing conception about rape," Slater said.

Law enforcement officials report that an increasing number of rapists are using knock-out drugs, such as Rohynol or GHB,

to incapacitate their victims.

"The common perception is that rape is committed by a stranger," Slater said. "The facts, however, show that 75 percent of victims know their attackers."

According to the cases prosecuted during 1997 and 1998 by the District Attorney, it's more

See Drug Rape on back page ...

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Top Ten: Slater outlines her ideas on improving our traffic

pet licensing, filing court papers, access to library catalogs, property records and maps, fictitious business names and more. As a result, 2.4 million -- yes, million -- vehicle trips will be removed from our freeways and roads every year. Other businesses and governments should do the same.

4.) Convenient, affordable mass transit is a major key to success. Access to our train system is not what it should be. Perhaps we are thinking inside the box when we seek sponsors for ballparks. Maybe it's time to seek sponsors for train stations, park and rides, bus routes and trolley lines -- not just advertisements on the side of a bus, but complete sponsorship and naming rights. This may not be the biggest corporate advertising bang for the buck, but certainly it would result in some public relations returns.

5.) For one year, riding the trolley and buses should be



free. We must do all that we can to help citizens develop the habit of riding public transit.

6.) Public buses should drive school routes, delivering children to and from school. Hundreds of

thousands of parents dropping off children in the morning and picking them up at night clog local roads and freeways. Look at the difference in traffic on a school holiday. Many major cities use public buses to supplement school buses for middle school, high school and even elementary school. To ensure safety, the routes do not include any other public ridership.

7.) Express bus routes to downtown and other employment centers must be implemented immediately. Concentrate these buses on direct routes from points in Clairemont, La Jolla, Del Mar, Encinitas, Solana Beach and other areas. Insist on convenient locations, affordable rates and a seamless system that

accommodates the Coaster and trolleys.

8.) Implement low-interest loans to stimulate shuttle company expansion and start-ups. Developers must contract with companies willing to dedicate routes and large-capacity commuter buses to new developments -- straight from the development to downtown or other employment centers.

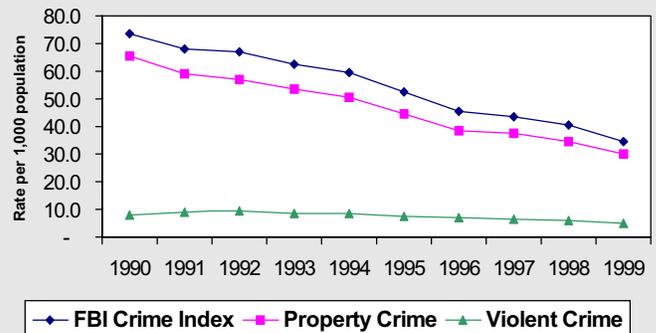
9.) I agree with a proposal to build frontage roads parallel to I-5 where possible to allow two new east-west corridors. In some areas the right-of-way (the land) is already available.

10.) Smart growth means no sprawl. As the San Diego Union-Tribune says, "Build up, not out." Downtown San Diego is doing just that. We must continue to build housing near job centers and adjacent to mass transit.

What's going down? Crime

Annual Crime Rate

San Diego region, January - June 1990-1995



Drug rape:

likely that it happens to a young woman, between the ages of 14 and 25, out on the weekend, on a date or at a party with someone she knows, and the evening in-

volves drinking or using drugs.

Knock-out drugs make prosecutions more difficult, because they can affect a victim's memory of the event.

"This effort will help prevent rape and alert women to potentially dangerous situations," Slater added.

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